

"First in Flight"



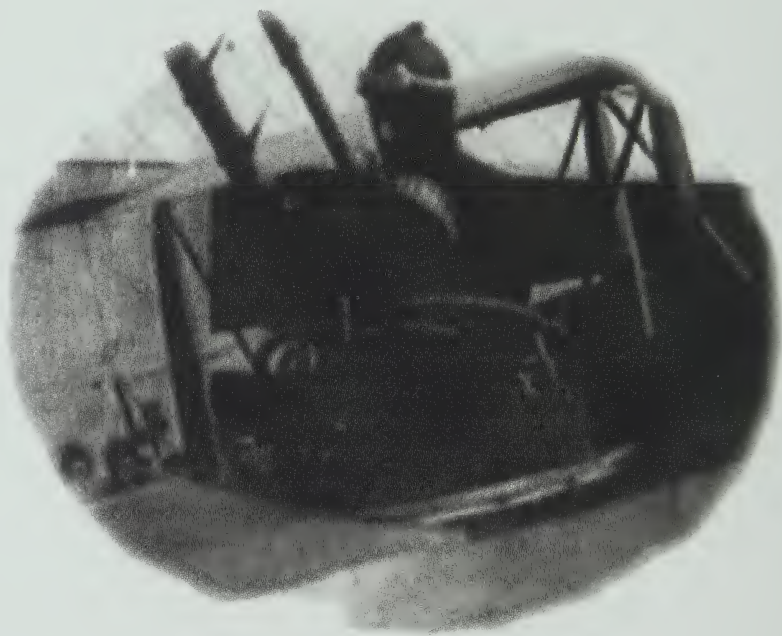
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*A Short History
of the Enlisted Aircrew Member
in the Air National Guard*

From our beginning...



INTRODUCTION



Around 4:30 on the morning of April 18, 1775, 600-800 soldiers of the British Army arrived at Lexington, Massachusetts. Lt Col Francis Smith had Orders to take Samuel Adams and John Hancock prisoner and to move on to Concord to capture arms that were reported to be stored there. Adams and Hancock were part of the Provincial Congress and it was the British intention to squash the talk of revolution by capturing these colonial revolutionaries. Since the colonies had no regular army, Lt Col Smith felt confident accomplishing his task. As the British entered into Lexington they found 77 militiamen, better known as Minutemen, waiting for them on the green.

The minutemen were local farmers, craftsmen, and other colonist who lived in the local community. They had been trained to respond in a minute's notice when called to arms to protect their rights, freedoms, homes, and communities, thus the name Minutemen.

No one particularly wanted to fight the British Army that day, but the colonist were prepared to stand their ground. The first shots of American independence were heard that day. When it was over the British lost 73 soldiers and 175 wounded while the Colonist lost 49 men and 40 wounded. The Minutemen, progenitors of today's National Guardsmen, would play a significant role in winning American Independence and have defended freedom in every war and struggle since that day in April 1775.

This story is about a small part of the National Guard. The invention of the flying machine by Orville and Wilbur Wright changed the world, the military, and the National Guard. This is the story about that change and the evolution of military avia-

tion. It is not about the great aces of World War I, World War II, Korea, Vietnam, Desert Storm, or September 11, 2001. It is a story about a smaller group of aviators, the enlisted aviators. As did their Minutemen progenitors, this citizen airman would be ready. When called, they have protected America's skies and defended her interest in times of crisis around the world. From the Army's first test flight of the flying machine to the devastating September 11, 2001, the airmen of the Air National Guard have played important roles contributing to our nation's military aviation heritage



The U.S. Army first tested the flying machine at Fort Myers, Virginia in 1908. The contract stated the machine had to carry a pilot and a passenger sitting on the upright position and had to stay aloft for one hour.

A few months prior, New York formed the first military Aeronautic Corps designated as the 1st Aero Company, Signal Corp, New York National Guard. There were plenty of volunteers for flying duty in the unit but unfortunately there was no aeroplane for them to fly. Not until President Taft requested and received \$500,000 to procure planes and equipment for the Army, did the New York National Guard receive its first aeroplane. The aeroplane was on loan to them from the Curtiss Airplane Company. Curtiss also sent an exhibition pilot named Beckwith Havens with the aircraft to teach aviation fundamentals. Beckwith would join the 1st Aero Company and hold the rank of Private. Pvt. Havens had the distinct privilege of being the first pilot in the National Guard.



November 14, 1910 would prove to be an important day in the life of Eugene B. Ely. Great advances in aviation technology had occurred in the seven short years since the invention of the flying machine. There were a variety of new flying machine designs and improvements in aircraft engines. New flying records were established and were broken daily. With new advancements in technology, these new air machines would fly higher, longer, and faster. This day would be the first day an airplane would take off from a ship. There was a large crowd of sailors and dignitaries on board the USS Birmingham that day in 1910. This was a spectacle they just had to see. If unsuccessful the aeroplane, along with Ely, would end up in the bay, hopefully with nothing more than a bruised ego. People had crowded around on the ship so they might catch a view of this historical event. They were not disappointed.



The aeroplane started off the ship and down toward the waiting water. Many people did not think Ely would make it. Slowly the machine lifted up into the sky. Ely had done it. He had successfully made a takeoff from a naval warship. Ely also made the first successful landing on a naval warship, the USS Pennsylvania a few months later on January 18, 1911.

By now, Eugene Ely had enlisted in the 7th Company, Coast Artillery Corp, which formed the first aeronautics corps as part of the California National Guard. Naval Aviation had its birth in these test flights and Ely would be awarded the Navy Cross in 1933 for his contributions to naval aviation. Pvt. Eugene Ely was one of the earliest enlisted aviators in military aviation.

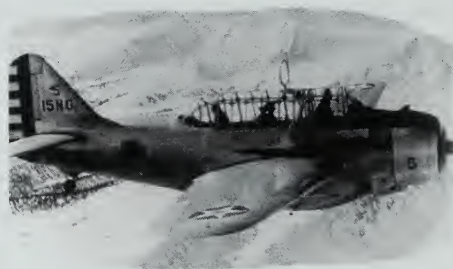
In these early days of military flying, the Aviation Department fell under the Signal Corp of the Army and, initially, only officers were permitted to be pilots. In 1914 there was a shortage of officers who were willing to fly and the Army authorized enlisted men to become pilots to fill the

growing shortages. In 1916 enlisted personnel expanded their roles into the aerial gunner and aerial observer crew positions and saw limited action during World War I. World War I provided this nation with a glimpse of what air power could contribute to future wars. Although not totally convinced that the aeroplane had a future in the military, American military leaders slowly started to build their Army and National Guard Aviation Corp.



On June 1, 1920, the Militia Bureau issued Circular No. 1, which covered the re-organization of Aero units in the National Guard. The Governor of Minnesota sent a delegation to Washington D.C. to meet with the Chiefs of the Militia Bureau and the Army Air Service. This meeting resulted in the establishment of the first federally recognized postwar National

Guard Observation Squadron, 109th OS. By 1930, enlisted aircrew members were flying as aerial observers in 19 observation squadrons.



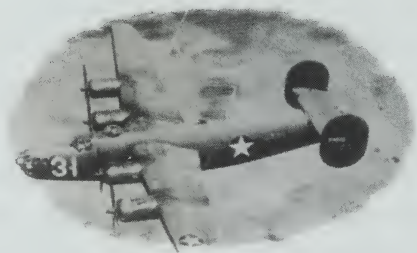
Tensions were escalating in Europe through the 1930's and, in 1939, Germany was again at war with the rest of Europe. Although not yet involved in the war, the Army activated all National Guard flying units to perform the Anti-Submarine Watch mission on the East and West Coast as well the Gulf of Mexico. December 7, 1941 would see America enter World War II after the Japanese attacked the American fleet at Pearl Harbor. Earlier that year, General "Hap" Arnold persuaded Congress to pass Public Law 99 which allowed 73 Enlisted National Guardsmen to become sergeant pilots. Staff Sergeant James D. Nichols was

assigned to the 25th Liaison Squadron, 5th Air Force in New Guinea.

Nichols flew L-5's over the jungle both day and night looking for downed crewmembers during the war. On one occasion, an A-20 Havoc crashed into the jungle. Sergeant Nichols located the crash site and proceeded to crash land his Stinson in the tall elephant grass, locate the A-20 survivors, and evade enemy troops while escorting the survivors to safety. Sergeant Nichols completed the mission with no casualties. Crews flying in the area would know the 25th LS as "The Guinea Short Line." SSgt. Nichols was instrumental in the development of rescue techniques and perfected "landing at the scene" procedures in jungle environments. These techniques were so successful that only one pilot was lost during the entire Pacific Campaign. Upon completion of the war, sergeant Nichols returned to what would become the 146th Fighter Group Composite of the California Air National Guard. During World War II, enlisted aviators of the National Guard performed other aircrew duties, such as aerial gunners, observers, radio opera-

tors, and flight engineers in all theaters of operation. Air power proved to be a decisive factor in the war and military aviation was here to stay.

Post World War II saw the National Guard undertake major organizational changes. Since all National Guard units were recalled to active duty, there were no units to return to. Within one year, 51 flying units would once again be federally recognized and fly a variety of aircraft such as A-26, B-26, and the C-46.



The C-46 was the largest and heaviest twin engine transport in the Army Air Corp. The Territory of Hawaii was home to the first Guard unit to receive this airplane. Known as the workhorse of the Army during World War II. It once again proved itself in February 1949 when the island of Kauai, Hawaii was hit by a thunderous

monsoon storm. The destruction caused by this storm forced many people from their homes. The storm caused the Wiamea River to flood causing further damage to communities and homes. The citizens soldiers of the Hawaiian Guard were alerted and called upon to help save their community. The C-46 and crew went into action, evacuating 1452 people to safety away from the storm damage. A total of 76 missions were flown delivering food, clothing, and medicine to citizens in need.



The Air National Guard became a separate branch of the National Guard in 1947 with the birth of the United States Air Force. As the Air National Guard started the long process of re-organization, federal recognition, and acquiring new aircraft, North Korea invaded South Korea, touching off a round of world tensions. The Air National Guard and it's enlisted airmen saw

limited action, primarily as gunners, radio operators, and engineers in bombers such as the B-29. It was not until after the Korean War that the Air National Guard started to diversify its mission roles.



The Air Guard was given authority to form four new Air Resupply Squadrons, the precursor to Special Operations. The 129th ARS was the first such unit activated in 1955, flying the Grumman SA-16 and C-46 Commandos. In 1955, the Aeromedical Evacuation mission was added and the 183rd AES in Mississippi became the first Aeromedical unit to receive the C-119 Flying Boxcar. Later, the C-119 would be replaced with the C-97 and the Aero Medical mission would expand to include 18 Air National Guard units.

During the 1960's the Air National Guard continued to add new aircraft to its inventory such as the KC-97, used for in-flight refueling. This created a new enlisted aviation specialty; the in-flight refueler, better known as Boom Operators. During the mid to late 60's, the U.S. military was involved in yet another conflict, Vietnam, and this time the Air National Guard would be involved on a much larger scale.



By the end of the 1960's the Air National Guard flew a variety of missions in Southeast Asia such as air refueling, air transport, aeromedical transport, troop carrier, airborne command post, air commando squadrons, and psychological warfare. Once again our citizen airmen were called to duty to perform critical aircrew duties in a wartime environment.

Master Sergeant Mark McGlaughlin was tired and tense. Mark was an H-3 helicopter flight engineer and a traditional Guardsman in the California 129th Aerospace Rescue and Recovery Squadron (ARRS). Mark had come in to fly for currency that evening after working a full day in his civilian job. Mark did not plan to fly a real world rescue mission that night nor did he plan on the bad weather he was currently flying in; but then one doesn't often get to pick and choose the conditions of a rescue. Mark's H-3 arrived on the scene to find the 55-year old captain of the fishing vessel "Terry Lou" unconscious and having difficulty breathing. The captain recently had a triple bypass and his larynx removed. If this man was not recovered, he stood a poor chance of living. Mark had been trying for the last several minutes to lower a pararescueman onto the deck of this fishing vessel. Normally, this is a standard maneuver and would pose no problem for an experienced flight engineer, but this was not a normal night. There were twenty-knot winds and the sea was expelling 15-foot swells. It was pitch black because the ceiling was overcast and down to 500 feet.



They were now 60 miles out to sea with no moonlight or stars for references. The fishing vessel was only 40 feet long, and typical of most fishing vessels, had nets on deck and trawling poles hanging out over the side of the ship to help keep the small vessel stable. When the ship crested a swell it would list 20 degrees from side to side, and with all the wire rigging on the ship, there was only a very small area that the PJ could safely be lowered on to it without being hurt. The helicopter would have to fly at 15 miles an hour to stay even with the ship as Mark tried to put the PJ on deck, without killing him. Mark was trying to physically counteract the cable with one hand, while operating the hoist and giving the pilots direc-

tions with his other hand. Mark was becoming physically and mentally exhausted, but was able to keep the PJ from getting caught in the ships rigging as they aborted the first insertion attempt. The next attempt was successful. After the PJ treated and prepared the patient for transport, Mark hoisted the patient and the PJ into the helicopter. They flew to a hospital, offloaded the patient and returned to base. Another life saved.



Adding to the Search and Rescue mission to the Air National Guard was not the only change in the 1970's. The new workhorse of the Air Force was about to enter into the Air Guard's inventory. The C-130 "Hercules" would fill a variety of missions. California's 115th Military Airlift Squadron (MAS) the first C-130A models and soon became involved in the aerial fire-fighting mission.



The C-130D came to the ANG equipped with skis and New York's 139 MAS started the DEW line resupply mission to Greenland. The required numbers of enlisted aircrew members were rapidly increasing as each new tasking came to the ANG.



In 1977, the ANG ended a 10-year refueling mission named Operation Creek Party. As the only organization involved in this operation, ANG KC-97's flew 6,512 accident free hours during its ten-year operation.



The late 1980's saw some the most drastic conversions in the Air Guard's history. In 1985, the New York ANG went

from flying the lightest airplane in the inventory, the O-2A, to the heaviest, the C-5A.

The Air National Guard had enlisted crewmembers flying in C-5's, C-141's, C-130's, KC-135's and H-3 helicopters. In 1990, the Alaskan 210th ARS received the Air National Guard's first HH-60 Blackhawk helicopter. This aircraft would eventually replace the Air Guard's aging H-3.



The Air Force's Total Force policy set the stage for the Air National Guard to once again answer the nation's call to duty during Desert Shield and Desert Storm in 1991. American forces would answer the call to stop the aggressive Iraqi military after they invaded the country of Kuwait. America led a world coalition of military forces to help regain Kuwait's freedom. Air National Guard enlisted aircrew members helped deliver thousands of pounds of

cargo, transport combat personnel, refuel thousands of aircraft, aeromedically evacuate wounded personnel, operate search and would receive rescue missions and conduct a classic psychological warfare operation.



In October 1986, the 189th Airlift Wing Arkansas Air National Guard became the first ANG unit to become a Formal Training Unit tasked to train students in the C-130 Flight Engineer and Loadmaster career fields. Students from all branches of the U.S. Armed services as well as foreign services have completed Initial Qualification training with the 189th AW. From October 1986 – January 2000, 589 Flight Engineer's and 693 Loadmaster's were trained with a combined 36,942 hours flown with 7,687 sorties. The 189th AW has successfully graduated every class on time.

In December 1999, the 189th AW began transitioning to the Instructor School for Flight Engineers and Loadmasters. To date, there have been a total of 440 Instructor Candidates graduated from the 189th FTU.



In 1988 the Basic Academic School was transferred from the 133 FTF, Minneapolis, MN, which operated the school since 1969, to the 189 AW Little Rock AFB , AR. The Basic Academic School teaches an accredited AETC/CCAF Flight Engineer and Loadmaster 3 level course. In its 14 year history, the 189th AW has graduated over 2400 students from both career fields... Future mission projections are to expand the facilities to 4 new classrooms, 8 Instructors, and an increase of 130 students per year to include: USAF,ANG,ARRC, USNR,USCG, and USMC.



The 193rd Special Operations Wing, Harrisburg, PA owns an ANG formal school, which is solely unique to the Air National Guard. Since 1968, the unit has been training personnel as Electronic Communication Systems Operator's. Since the mission of the 193rd is ever evolving, so is the training syllabus. The unit revised and modernized its program and facility in January 1998 by formatting the entire course on computer disc to accommodate self-study and by building a fully operational task trainer.

Course instruction is accomplished in three phases, classroom lecture, task trainer, and flying training. Personnel are trained in general theory of broadcasting and are qualified on every piece of equipment from transmitter to receivers, mixers and recorders and multiple antennas. Troubleshooting and checklist procedures are

also covered in this 270-day training program. The unit graduates on average eight students per year and can have six students in different phases of training at one time. This course has been approved by AETC and is currently undergoing CCAF accreditation.



In April 1987 the 169th Intelligence Squadron, Salt lake City Utah was federally recognized. It provides tactical airborne Command, Control, Communications, and Intelligence (C3I) support to the U.S. and Allied forces. The 169th conducts defensive studies of U.S. communications, develops and applies techniques and materials designed to ensure U.S. communications are secure and protected from hostile countermeasures. The 169th is the only ANG unit to have a C3I mission.

In 1990 a new operations facility was completed which provide a location for

training. In August 1991, the unit received a custom designed, prototype computerized system, to provide intensive, realistic and cost effective training. In August 2000, the 169 IS started converting their training syllabus to meet AETC and CCAF requirements. Course instruction will be in two phases, prototype training with academics and a flying phase that will last approximately one year.

In addition to the previously mentioned training missions, the Air National Guard operates two other mission specific schoolhouses at the 152 AW in Reno NV, and the 290 JCSS at McDill AFB FL.

The terrorist attack on September 11, 2001, a day that will be long remembered, has forever changed the way the United States Military operates. The Air National Guard is playing a larger role in homeland defense and overseas conflicts.



On the following pages are brief histories
of these units.

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109 Airlift Wing	156 Airlift Wing
117 Air Refueling Wing	157 Air Refueling Wing
118 Airlift Wing	161 Air Refueling Wing
121 Air Refueling Wing	163 Air Refueling Wing
123 Airlift Wing	164 Airlift Wing
124 Wing Group	165 Airlift Wing
126 Air Refueling Wing	166 Airlift Wing
127 Wing Group	167 Airlift Wing
128 Air Refueling Wing	169 Intelligence Squadron
129 Rescue Wing	171 Air Refueling Wing
130 Airlift Wing	172 Airlift Wing
133 Airlift Wing	175 Wing Group
134 Air Refueling Wing	176 Wing Group
136 Airlift Wing	179 Airlift Wing
137 Airlift Wing	182 Airlift Wing
139 Airlift Wing	186 Air Refueling Wing
141 Air Refueling Wing	189 Airlift Wing
143 Airlift Wing	190 Air Refueling Wing
145 Airlift Wing	193 Special Operation Wing
146 Airlift Wing	

101 Air Refueling Wing Bangor IAP, ME Federal Recognition – 1942

- Jan 42 – 528 BS – Will Rogers Field, OK – A-36 P-51
- Sep 43 – Re-designated 528 FBS
- May 44-VJ Day – Activated

Moved to India – Flew combat missions in CBI

Theater

- May 46 – Re-designated 132 FS
Allotted to Maine National Guard
- Feb 47 – Moved to Dow Field, Bangor – Converted to P-47D
- Jun 48 – Converted to F-80C
- Feb 51 – Activated

Korean War – Re-designated 132 FIS – Converted to F-51D

Air Defense Northeast United States

- Nov 51 – Converted to F-51H
- Jun 54 – Converted to F-94A
- Sep 57 - Converted to F-89D
- Dec 59 – Converted to F-89J
- Jul 60 – ADC gained
- Jul 69 – Converted to F/TF-102A
- Nov 69 – Converted to F-101B
- Apr 76 – Converted to KC-135A – Re-designated 132 AREFS
SAC gained
- Oct 85 – Converted to KC-135E
- Aug 90 – Southwest Asia
Operation Desert Shield / Storm
- Mar 92 – Re-designated 101ARW – AMC gained

105 Airlift Wing Stewart, IAP, NY Federal Recognition – 1943

- Aug 43 – 1944 – 504 FS – P-51D
- Apr 44 – VE Day – England (Combat operations)
- Nov 45 – Re-designated 137 FS
- May 46 – Allotted to New York National Guard
- Jun 48 – Started conversion to F-47D
- Sep 52 – F-51H
- Jun 53 – F-94A/B
- Feb 58 – F-86H
- May 58 – Re-designated 137 TFS
- Jul 60 – TAC gained
- Feb 61 – Re-designated 137 ATS – C-119C
MATS gained
- Apr 62 – Started Conversion to C-97G
- Jan 66 – Re-designated 137 MAS – MAC gained
- Mar 69 – Started conversion to Cessna U-3A/B
Re-designated 137 TASS – TAC gained
- Apr 71 – Started conversion to Cessna O-2A
- Feb 83 – Moved to Stewart Reserve Training Center,
NY
- May 84 – Re-designated 137 MAS – MAC gained
- Jul 85 – Started conversion to C-5A
- Aug 90 – Southwest Asia
Operation Desert Shield / Storm
- Mar 92 – Re-designated 105 AG – AMC gained
- Oct 95 – Re-designated 105 AW

106 Rescue Wing

Francis S. Gabreski IAP, NY

Federal Recognition – 1917

- Apr 08 – 1st Aero Company Signal Corp
- Aug 17 – 102 Aero Sq – Kelly Field, TX
Moved to England – Air Service Unit
- Jan 18 – Moved to France – Trans. / Maint. / Repair Unit
- Nov 21 – Moved to Hempstead – JN-4H
- Nov 22 – Moved to Miller Field, New Dorp, Staten Island
- Jan 23 – Re-designated 102 OS
- 1923-1940 – Conversions – PT-1 O-17 O-11 TW-3 BT-1 O-2
O-25 O-38 O-46 O-47 BC-1
- Oct 40 – Activated – Moved to Reilly Field, Ft. McCellan, AL
World War II – Patrolled California coast
- May 46 – Re-designated 102 BS
Allotted to New York National Guard
- Nov 47 – Moved to Floyd Bennett Field, NAS Brooklyn
Converted to B-26B/C
- Mar 51 – Activated
Korean War – Re-designated 114 BS – Converted to B-29A
Moved to March AFB, CA
- Dec 52 – Moved to Floyd Bennett Field – Converted to B-26B/C
- Feb 57 – Converted to F-94B – Re-designated 102 FIS
- Sep 58 – Converted to C/MC-119J – Re-designated 119 ATS
- Jul 60 – MATS gained
- Dec 62 – Converted to C-97A
- Jan 66 – Re-designated 102 MAS – MATS gained
- Jun 69 – Converted to KC-97L
- Sep 69 – Re-designated 102 AREFS – TAC gained
- Jun 70 – Moved to Suffolk County Airport, Westhampton Beach
- Nov 72 – Converted to F/TF 102A – Re-designated 102 FIS
ADC gained
- Apr 75 – Converted to HC-130H/P HH-3E
Re-designated 102 ARRS – MAC gained
- Oct 89 – Re-designated 106 AG – Converted to HH-60G
Retained HC-130H/P
- Oct 92 – Re-designated 106 RQS – AMC gained
- Jan 93 – Re-designated 106 RQW – ACC gained

107 Air Refueling Wing

Niagara Falls IAP/ARS, NY

Federal Recognition – 1943

- Aug 43 – 482 BS – Hunter Field, GA – P-51D
- Apr 44-VE Day – Activated - ETO
Re-designated 503 FS - Flew combat missions in England
- May 46 – Re-designated 136 FS
Allotted to New York National Guard
- Dec 48 – Moved to NAS Niagara Falls – Converted to F-47D
- Mar 51 – Activated
Korean War – Re-designated 136 FIS – ADC gained
- Dec 52 – Converted to F-51H
- Feb 54 – Converted to F-94B
- Oct 57 – Converted to F-86H
- Nov 58 – Re-designated 136 TFS
- Jun 59 – NAS inactivated became Niagara Falls IAP
- Jul 60 – TAC gained –Converted to F-100C/F
- Oct 61 – Activated
Berlin Crisis
- Jan 68 – Activated
Pueblo Crisis – Deployed to Tuy Hoa AB, Vietnam
- Apr 71 – Converted to F-101B/F
- Apr 80 – TAC gained
- Apr 82 – Converted to F-4C
- Nov 86 – Converted to F-4D
- Oct 90 – Converted to F-16A/B ADF
- Mar 92 – Re-designated 107 FG
- Oct 94 - Converted to KC-135R

108 Air Refueling Wing McGuire AFB, NJ Federal Recognition – 1942

- Sep 42 - 341 FS – Mitchel Field, NY – P-47D
- Jul 43 – Activated
World War II – Southwest Pacific
- Jan 45 – Converted to P-51D
- May 46 – Re-designated 141FS
Allotted to New Jersey National Guard
- May 49 – Moved to Mercer County Airport, Trenton
Converted to F-47D
- Mar 51 – Activated
Korean War – Re-designated 141 FBS
- Dec 52 – Converted to F-51H
- Feb 54 – Converted to F-86A – Moved to McGuire AFB
- Jul 55 – Re-designated 141 FIS
- Feb 56 – Converted to F-86E
- Apr 58 – Converted to F-84F – Re-designated 141 TFS
- Jul 60 – TAC gained
- Oct 61 – Activated
Berlin Crisis
- Oct 62 – Converted to F-86H
- Apr 64 – Converted to F-105B
- Apr 81 – Converted to F-4D
- Jun 85 – Converted to F-4E
- Oct 92 – Converted to KC-135E
- Mar 92 – Re-designated 108 ARW
- Jun 92 – AMC gained

109 Airlift Wing

Schenectady County Airport, NY

Federal Recognition – 1942

- Jul 42 – 303 FS – Morris Field, NC
P-39 P-43 P-40 P-47
- May 44 – Re-designated 139 FS
- May 46 – Allotted to New York National Guard
- Nov 48 – Conversion to F-47D
Schenectady Airport
- Jun 51 – Converted to F-51H
Re-designated 139 FIS
- Aug 54 – Converted to F-94B
- Apr 57 – Converted to F-86H
Re-designated 139 TFS
- Jan 60 – Converted to C-97A
Re-designated 139 ATS
- Jul 60 – MATS gained
- Oct 61 – Activated
Berlin Crisis
- Jan 66 – Re-designated 139 MAS
MAC gained
- Feb 71 – Converted to C-130A
Re-designated 139 TAS – TAC gained
- Dec 74 – MAC gained
- Jun 75 – Converted to C-130D
- Jun 85 – Converted to C/LC-130H
- Oct 87 -- Antarctica
Operation Deep Freeze
- Aug 90 – Southwest Asia
Operation Desert Shield
- Mar 92 – Re-designation 109 AG
AMC gained
- Oct 95 – Re-designated 109 AW - C-130H LC-130H

117 Air Refueling Wing

Birmingham Airport, AL

Federal Recognition – 1917

- to Aug 17 – 106 Aero Sq – Kelly Field, TX
- Jan 18 – Re-designated 800 AS – Moved to France
- Jan 22 – Re-designated 135 Sq – Moved to Roberts Field, Birm.
- Jan 23 – Re-designated 135 OS
- May 23 – Re-designated 114 OS
- Jan 24 – Re-designated 106 OS
- 1922-1940 – Conversions PT-1 O-17 O-11 TW-3 BT-1 O-2 O-38 O-47 BC-1
- Nov 40-VJ Day – Activated
World War II – Patrolled Caribbean
Converted to B-25 – South Pacific
- Dec 45 – Re-designated 106 BS
- Nov 46 – Moved to Birmingham MAP
Converted to B-26B/C
- Feb 51 – Re-designated 106 TRS – Converted to RB-26C
- Apr 51 – Activated
Korean War
- Jan 52 – Moved to Shaw AFB, SC
- May 57 – Converted to RF-84F
- Jul 60 – TAC gained
- Oct 61 – Activated
Berlin Crisis – Moved to Dreux AB, France
- 1963-1964 – Exercise Pancho
- Feb 71 – Converted to RF-4C
- 1987 – First ANG unit equipped with KS-127 (LOROP)
- Aug 90 – Southwest Asia
Operation Desert Shield
- Mar 92 – Re-designated 117 RW – ACC gained
- Oct 95 – Re-designated 117 ARW - Converted KC-135R

118 Airlift Wing

Nashville Metropolitan Airport, TN

Federal Recognition – 1917

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- Aug 17 – 105 Aero Sq – Kelly Field, TX - Supply Unit
 - Dec 17 – Moved to France
 - Dec 21 – Re-designated 136 Sq – Nashville, TN - Curtiss JN-6H
 - Jan 23 – Re-designated 136 OS
 - Jan 24 – Re-designated 105 OS
 - 1924 – 1940 – Started conversions to PT-1 O-17 TW-3
BT-1 O-2 O-25 O-38 O-46 O-47 BC-1
 - Sep 40 – Activated / Assigned to 4th Corps Columbia, SC
 - World War II – Patrolled Carolinas coast
Re-designated 105 FS
 - Feb 47 – Moved back to Nashville, TN
Converted to P-47D
 - Mar 51 – Activated (Nashville)
Korean War
 - Apr 51 – Converted to F-51D
Re-designated 105 FIS
 - Jun 52 – Moved to McGhee Tyson Airport,
Knoxville, TN – Re-designated 105 TRS - RF-51D
 - Sep 54 – Converted to RF-80A
 - Jul 60 – TAC gained
 - Mar 61 – Converted to C-97G
Re-designated 105 ATS – MATS gained
 - Jan 66 – Re-designated 105 MAS – MAC gained
 - Apr 67 – Converted to C-124C
 - Feb 71 – Converted to C130A
Re-designated 105 TAS – TAC gained
 - Dec 74 – MAC gained
 - Dec 75 – Re-designated 118 TAW
 - Oct 89 – Converted to C-130H
 - Aug 90 – Southwest Asia
Operation Desert Shield
 - Jun 92 – AMC gained
 - Oct 95 – Re-designated 118 AW

121 Air Refueling Wing Rickenbacker IAP, OH Federal Recognition – 1942

- Dec 42 – 346 FS – Hamilton Field, CA – P-51D
- Feb 44-VE Day – Activated
ETO – Flew combat missions
- May 46 - Re-designated 166 FS – Converted to C-45 T-6
Moved to Port Columbus AP
- Jjan 47 – Movec to Lockbourne AFB – Converted to P-51D
- Oct 48 - Converted to F-51H
- Apr 50 – Converted to F-84C
- Feb 51 – Activated
Korean War – ADC gained
- Jul 52 - Moved to Youngstown MAP, OH – Converted to F-512H
Re-designated 166 FBS
- Mar 54 - Converted to F-80C
- Jan 55 - Converted to F-84E – Re-designated 166 FIS
- Nov 57 – Converted to F-84F
- Nov 58 – Re-designated 166 TFS
- Jul 60 – TAC gained
- Oct 61 – Activated
Berlin Crisis – Moved to Etain AB, France
- Aug 62 – Converted to F-100C/F
- Jan 68 – Activated
Pueblo Crisis – Moved to Kunsan AB, Korea
- Nov 71 - Converted to F-100D/F
- Jun 69 – Moved to Lockbornre AFB
- May 74 – Renamed Rickenbacker AFB
Re-designated 121 TFW
- Dec 74 – Converted to LTV A-7D
- Apr 80 – Renamed Rickensacker ANGB
- Aug 90 – Southwest Asia
Operation Desert Shield / Storm
- Mar 92 – Re-designated 121 FW – ACC gained
- Jan 93 – Re-designated 121 ARW - Converted to KC-135R

123 Airlift Wing

Louisville IAP AGS, KY

Federal Recognition – 1943

- Jan 43 – 368 FS – Westover Field, MA
- 1943 – VE Day - Combat operations in ETO – P-47D
- Nov 45 – Re-designated 165 FS
- May 46 – Allotted to Kentucky National Guard
- Feb 47 – Converted to P-51D
- Oct 50 – Activated
 - Korean War – Moved to Godman Field, KY
 - Re-designated 165 FBS – Started conversion to F-84D F84E
- Nov 51 – Moved to RAF Manston, England
- Jul 52 – Converted to F-51H
- Jul 55 – Re-designated 165 FIS
- May 56 – Partial conversion to T-28A
- Dec 56 – Converted to F-86A
- Jan 58 – Re-designated 165 TRS
 - Converted to RB-57B
- Jul 60 – TAC gained
- Oct 62 – Re-designated 123 TRG
- Jul 65 – Converted to RF-101G/H
- Jan 68 – Activated
 - Pueblo Crisis
- Jan 69 – Moved to Itazuke, Japan
- Feb 76 – Converted to RF-4C
- Jan 89 – Re-designated 165 TAS / 123 TAW
 - Converted to C-130B – MAC gained
- Aug 90 – Southwest Asia
 - Operation Desert Shield
- Feb 92 – Converted to C-130H – 2000th
 - Received from Lockheed
- Mar 92 – Re-designated 123 AW – AMC gained

124 Airlift Wing Boise Air Terminal, ID Federal Recognition - 1943

- May 43 – 405 FS – Richmond AAB, VA – P-47D
Flew combat missions ETO
- May 46 – Re-designated 190 FS
Allotted to Idaho National Guard
- Oct 46 – Moved to Gowen Field, Boise
Converted to P-51D
- Apr 51 – Activated
Korean War – Moved to Moody AFB, GA
Re-designated 190 FBS
- Sep 51 – Moved to George AFB, CA
- Jan 53 – Re-designated 190 FIS – Converted to F-51D
- Oct 53 – Received two T-33A
- Nov 53 – Converted to F-86A
- Dec 54 – Converted to F-94B
- Apr 56 – Re-designated 190 FIG
- Jul 56 – Converted to F-89B
- Apr 59 – Converted to F-86L
- Jul 60 – ADC gained
- Apr 64 – Converted to F/TF-102A
- Oct 75 – Converted to RF-4C
Re-designated 124 TRG – TAC gained
- Oct 80 – Won Photo Derby 80
- Oct 83 – Gained RF-4C RTU
- Oct 84 – Won Photo Derby 84
- Oct 85 – Won Photo Derby 85
- Jun 91 – Converted to F-4G
Re-designated 124 TFG
- Mar 92 – Re-designated 124 FG
- Jun 92 – ACC gained
- Oct 94 – Re-designated 124 FW
- Oct 95 - Converted to C-130E – Provide Comfort
- Oct 96 – Re-designated 124 WG

126 Air Refueling Wing

Scott AFB, IL

Federal Recognition – 1917

- Aug 17 – 108 Aero Sq – Kelly Field, TX
- Jan 18 – Re-designated 802 AS – Moved to France
Aircraft Maintenance Unit
- Jul 27 – Re-designated 108 OS – Moved to Chicago MAP, IL
Received PT-1s
- 1927-1940 – Conversions O-17 BT-1 O-2 O-31 O-38 O-47
BC-1 BC-1A O-31 O-38 O-47A/B
- Feb 41 – Activated
World War II – Howard Field, Panama – Defended Canal
Flew A-18 B-18 L-4 O-47 O-49 P-36 P-39
Re-designated 108 RS
- May 46 – Re-designated 108 BS
Allotted to Illinois National Guard
- Jan 47 – Converted to A-26B/C
- Apr 51 – Activated - Korean War – Moved to Langley AFB,
VA
- May 52 – Moved Laon AB, France
- Jan 53 – Re-designated 108 FBS – Converted to F-51D
- Apr 54 – Moved to Ohare Field, Chicago
- Jun 55 – Converted to F-84F – Re-designated 108 FIS
- Oct 57 – Converted to F-86L
- Dec 58 – Renamed Chicago O'Hare IAP
- Jul 60 – ADC gained
- Jul 61 – Re-designated 108 AREFS – TAC gained
- Aug 61 – Converted to first ANG KC-97F
First all ANG refueling sortie
- Feb 63 – Pod-mounted J47 Turbojets – JKC-97G
- Aug 64 – Operation Ready Go
- Dec 65 – Converted to KC-97L
- Jun 67 – Operation Creek Party
- Dec 76 – Converted to KC-135A – SAC gained
- Aug 90 – Southwest Asia
Operation Desert Shield / Storm
- Oct 95 – Re-designated 126 ARW - Converted to KC-135E

128 Air Refueling Wing General Mitchell IAP / ARS, WI Federal Recognition – 1940

- Jul 40 – 126 OS – Milwaukee – O-47A/B
- Jun 41 – Activated
World War II – Moved to Ft. Dix, NJ
Flew O-47A/B O-59A BC-1A
Patrolled East Coast
- Mar 44 – Moved to England – Converted to F-5E F-3
- May 46 – Re-designated 126 FS
Allotted to Wisconsin National Guard
- Jun 47 – Converted to P-51D
- Sep 49 – Converted to F-80A
- Feb 51 – Activated
Korean War – Moved to Truax Field, Madison, WI
- Oct 52 – Converted to F-51D
- Aug 53 – Converted to F-86A
- Oct 54 – Converted to F-86C
- Jan 60 – Converted to F-89J – ADC gained
- Aug 61 – Re-designated 126 AREFS – TAC gained
- Mar 62 – Converted to KC-97F
- Dec 63 – First ANG Squadron operationally ready as
Tanker Unit
- Aug 64 – Operation Ready Go
- Mar 65 – Modified to KC-97L
- Jun 67 – Operation Creek Party
- Dec 77- Converted to KC-135A
- Oct 83 – Converted to KC-135E
- Aug 90 – Southwest Asia
Operation Desert Shield / Storm
- Nov 91 – Converted to KC-135R
- Mar 92 – Re-designated 128 ARG – AMC gained
- Oct 95 – Re-designated 128 ARW

129 Rescue Wing Moffett Federal Airfield, CA Federal Recognition – 1955

- Apr 55 – 129 Air Resupply Sq. – Curtiss C-46D
- Jun 56 – C-46Ds supplemented with Grumman SA-16As
- FY 58 – C-46Ds phased out
- Nov 58 – Re-designated 129th Troop Carrier Sq. (medium)
- Jul 60 – TAC gained
- Jan 62 – Became 129th Troop Carrier Group
- Mar 63 – HU-16As supplemented with Helio U-10As
- Jul 63 – Converted from HU-16As to Fairchild C-119Cs, U-10As retained, Re-designated 129th ACS
- 1966-67 – U-10As temporarily replaced with de Havilland Canada U-6As
- Aug 68 – Re-designated 129th Special Operations Sq.
- FY68 – Converted from C-119Cs to C-119Gs
- FY73 – Converted from C-119Gs to C-119Ls
- Feb 74 – Plans to deactivate the 129th SOS were announced, but later countermanded.
- May 75 – Re-designated 129th AR&RS, converted to Lockheed HC-130H/Ps and Sikorsky HH/CH-3Es, MAC gained
- May 80 – PCS from Hayward Air Terminal to NAS Moffett Field
- Oct 89 – Re-designated 129ARS
- Oct 90 – Converted from HH-3Es to Sikorsky MH-60Gs, HC-130H/Ps retained
- Fall 91 – MH-60G designation changed to HH-60G
- Mar 92 – Designation changed to 129th Rescue Squadron, 129th Rescue Group
- AMC gained

130 Airlift Wing Yeager Airport, W.VA.

Federal Recognition – 1951

- Aug 51 – Activated
Korean War - 130 SRS
- Oct 53 - Kanawha County Airport, W.VA.
C-46D SA-16A
- Oct 58 – Re-designated 130 TCS
- Jul 60 – TAC gained
- Jan 62 – Converted to C-119C U10B
- Jul 63 – Re-designated 130 ACS
- Aug 65 – Converted to U-6A
- Jun 67 – Converted to U-10D
- Aug 68 – Re-designated 130 SOS
- Oct 74 – Converted to C-119L
- Oct 75 – Converted to C-130E
Re-designated 130 TAS – MAC gained
- Oct 86 – Converted to C130H
- Aug 90 – Southwest Asia
Operation Desert Shield / Desert Storm
- Mar 92 – Re-designated 130 AG
- Jun 92 – AMC gained
- Oct 95 – Re-designated 130 AW

133 Airlift Wing

Minneapolis-St. Paul IAP / ARS, MN.

Federal Recognition – 1917

- Aug 17 – 109 Aero Squadron – Kelly Field, TX
- Jan 18 – Moved to France as Transportation Unit
Re-designated 639 AS
- Jan 21 – Moved to Holman Municipal Airport, St. Paul
- Jan 22 – Began flying Curtiss Orioles / Jennies
- Jan 23 Re-designated 109 OS
- 1923-1940 –Converted to PT-1 TW-3 BT-1
O-2 O-38 O-46 O-47 BC-1 O-38 O-47A/B
- Feb 41 – Activated -V Army Corps
- World War II – Patrolled Georgia coast
- Dec 43-VE Day - Re-designated 109 TRS – P-51 / F-6
Moved to England
- May 46 – Re-designated 109 FS
Allotted back to Minnesota National Guard
- Mar 51 – Activated - Korean War
- May 51 – Moved to Wold Chamberlain Field, Minn.
Re-designated 109 FIS
- Dec 52 – Returned to Holman Field, St. Paul
- Aug 56 – Converted to T-28A
- Jun 57 – Converted to F94A
- Dec 57 – Converted to F-89H
- Feb 58 – Moved to Minn. / St. Paul IAP
- Jan 60 – Converted to C-97A - Re-designated 109 ATS
MATS gained
- Oct 66 – Activated - Berlin Crisis
- Jan 66 Re-designated 109 MAS – MATS gained
- Dec 70 – Converted to C-130A - MAC gained
- Oct 81 – Converted to C-130E
- Aug 90 - Southwest Asia - Operation Desert Shield
- Mar 92 – Re-designated 133 AW
- Jun 92 - AMC gained
- Oct 96 – Converted to C-130H

134 Air Refueling Wing McGhee Tyson Airport, TN Federal Recognition – 1957

- Dec 57 – 151 FIS – McGhee Tyson AP, Knoxville – F-86D
- Jan 60 – Converted to F-86L
- Jun 60 – Converted to F-104A/B – ADC gained
- Nov 61 – Activated
Berlin Crisis – Moved to Ramstein AB, Germany
- Mar 63 – Converted to F/TF-102A
- Apr 64 – Converted to KC-97G – Re-designated 151 AREFS
TAC gained
- Jun 65 – Converted to KC-97L
- Jul 76 – Europe
Operation Creek Party – SAC gained
- Sep 76 – Converted to KC-135A
- Oct 82 – Converted to KC-135E
- Aug 90 – Southwest Asia
Operation Desert Shield / Storm
- Mar 92 – Re-designated 134 ARG – AMC gained
- Oct 95 – Re-designated 134 ARW

136 Airlift Wing NAS Fort Worth JRB, TX. Federal Recognition – 1943

- May 43 – 396 FS – Westover Field, MA – P-47D
- Mar 44 – VE Day – Flew combat operations in ETO
- Aug 46 – Re-designated 181 FS
Allotted to Texas National Guard
- Feb 47 – Hensley Field – Started conversion to P-51D
- 1950-1951 – Partial conversion to F-84B then to F-51H
- Jul 52 – Moved to Love Field, TX
- Jan 55 – Converted to F-80C
- Aug 57 – Converted to F-86D
- Jun 59 – Converted to F-86L
- Jul 60 – ADC gained
- Jul 60 – Moved to NAS Dallas
- Jul 64 – Converted to KC-97G
- Feb 65 – Re-designated 181 AREFS
TAC gained
- Mar 65 – Converted to KC-97L
- May 67 – Operation Creek Party in Europe
- Jul 76 – SAC gained
- Feb 78 – Converted to C-130B
MAC gained
- Oct 87 – Converted to C130H
- Dec 89 – Panama
Operation Just Cause
- Aug 90 – Southwest Asia
Operation Desert Shield/Storm
- Mar 92 – Re-designated 136 AW
- Jun 92 – AMC gained
- Oct 95 – Converted to C-130H

137 Airlift Wing

Will Rogers World Airport, OK Federal Recognition – 1943

- Jan 43 - 506 BS - Key Field, MS
- May 44 – VE Day - Re-designated 506 FS - P-47D
Flew combat operations in ETO
- Nov 45 – Re-designated 185 FS
- May 46 – Allotted to Oklahoma National Guard
- Feb 47 – Moved to Westheimer Field, Norman
Converted to P-51D
- Sep 49 – Moved to Will Rogers Field
- Feb 51 – Re-designated 185 TRS -Converted to RF-51D
- Apr 51 – Activated
Korean War
- Jan 52 – Moved to Shaw AFB, SC
Converted to RF-80A
- Jan 53 – Re-designated 185 FBS
Converted to F-51D
- Mar 53 – Converted to F-80C
- May 58 – Re-designated 185 FIS - Converted to F-86L
- Jul 60 – ADC gained
- Oct 61 – Converted to C-97F/G
Re-designated 185 ATS – MATS gained
- Jan 66 – 185 MAS – MAC gained
- Apr 68 – Converted to C-124C
- Nov 74 – Converted to C-130A
- Dec 74 – Re-designated 185 TAS
- Jun 79 – Converted to C-130H
- Aug 90 – Southwest Asia
Operation Desert Shield
- Jun 92 – Re-designated 137 AW - AMC gained

139 Airlift Wing

Rosecrans Memorial Airport, MO.

Federal Recognition - 1942

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- Jun 42 – 438 BS – Barksdale Field, LA – B-26 B-25
 - Nov 42-44 – Flew combat operations in MTO
 - Dec 45 – Re-designated 180 FS
Allotted to Missouri National Guard
 - Aug 46 – Moved to Rosecrans MAP, St. Joseph
Converted to A-26B/C
 - Apr 51 – Activated
Korean War – Moved to France
 - Jul 55 – Re-designated 180 BS
 - Mar 57 – Converted to F-80C
Re-designated 180 FIS
 - Mar 58 – Converted to RF-84F
Re-designated 180 TRS
 - Jul 60 – TAC gained
 - Mar 62 – Converted to C-97F/G
Re-designated 180 ATS – MATS gained
 - Jun 69 – Converted to KC-97L
Re-designated 180 AREFS – TAC gained
 - Sep 76 – Converted to C-130A
Re-designated 180 TAS – MAC gained
 - Oct 87 – Converted to C-130H
 - Dec 89 – Panama
Operation Just Cause
 - Aug 90 – Southwest Asia
Operation Desert Shield / Storm
 - Mar 92 – Re-designated 139 AG
 - Jun 92 – AMC gained
 - Oct 95 – Re-designated 139 AW

141 Air Refueling Wing

Fairchild AFB, WA

Federal Recognition – 1917

- Aug 17 – 116 Aero Sq- Kelly Field, TX
- Jan 18 – Moved to France – Re-designated 637 AS
Transportation / Supply Unit
- Aug 24 – Moved to Felts Field, Spokane
Received Curtiss Jennies
- 1924-1940 – Conversions PT-1 O-17 BT-1 O-2
O-38 O-47 BC-1
- Sep 40 - Activated
World War II – Moved to Gray Field, WA
Patrolled Pacific Northwest Coast
- May 46 – Re-designated 116 FS
Allotted to Washington National Guard
- Feb 47 – Converted to P-51D
- Aug 49 – Moved to Geiger Field, Spokane
- Jun 50 – Converted to F-84B
- Feb 51 – Activated
Korean War – Moved to Moses Lake AFB, WA
Converted to F-86B
- Aug 51 – Moved Shepherds Grove, Suffolk , England
- Nov 52 – Converted to F-51H
- Aug 53 – Converted to F-94A/B
- Jun 55 – Converted to F-89D
- Jul 60 – ADC gained – Converted to F-89J
- Jun 65 – Converted to F/TF-102A
- Oct 69 – Converted to F-101B/F
- Jun 76 – Re-designated 116 AREFS – Moved to Fairchild AFB
SAC gained – Converted to KC-135A
- Apr 84 – Converted to KC-135E
- Aug 90 – Southwest Asia
Operation Desert Shield / Storm
- Mar 92 – Re-designated 141 ARW – AMC gained

**143 Airlift Wing
Quonset State Airport, RI
Federal Recognition – 1955**

- Nov 55 – 143 ARS – C-46D SA-16A
T.F. Green Airport, Warick
- Oct 58 - Re-designated 143 TCS
- Jul 60 - TAC gained
- Jan 62 Re-designated 143 TCG
- Feb 63 - Converted to HU-16B
- Jul 63 - Re-designated 143 Air Commando Sq/
Gp
- Aug 63 - Helio U-10A added
- Jun 67 - Converted to U-10D
- Aug 68 - Re-designated 143 SOS/G
- Nov 71 - Converted to C-119G
- Jun 75 - Converted to C-130A
- Oct 75 – Re-designated 143 TAS – MAC
gained
- Apr 80 - Moved to Quonset State Airport, N.
Kingstown
- Oct 90 – Converted to C-130E
- Aug 90 – Southwest Asia
Operation Desert Shield / Storm
- Mar 92 – Re-designated 143 AG
- Jun 92 – AMC gained
- Oct 95 – Re-designated 143 AW
- Oct 01 – Converting to C-130J

145 Airlift Wing

Charlotte / Douglas IAP, NC

Federal Recognition – 1942

- Dec 42 – 360 AG – Westover Field, MA
P-47D P-51D
- Nov 44-VE Day – Flew combat operations ETO
- Nov 45 – Re-designated 156 FS
- May 46 – Allotted to North Carolina National Guard
- Mar 48 – Moved to Morris Field Charlotte
- Oct 50 – Activated
Korean War – Re-designated 156 FBS - Converted to F-84E
- Nov 51 – Moved to RAF England
- Jun 55 – Converted to F-86A – Re-designated 145 FIS
- Jul 57 – Re-designated 145 FIG
- Oct 57 – Converted to F-86E
- Mar 59 – Converted to F-86L
- Feb 60 – ADC gained
- Feb 61 – Re-designated 156 Aeromedical Transportation Sq
MATS gained
- May 61 – Converted to C-119C
- Jun 62 – Converted to C-121C/G
- Jan 64 – Re-designated 156 ATS
- Dec 65 – Converted to C-124C
- Jan 66 – Re-designated 156 MAS – MATS gained
- May 71 – Re-designated 156 TAS – TAC gained
Converted to C-130B
- Dec 74 – MAC gained
- Jun 86 – Won Airlift Rodeo 86
- Aug 90 – Southwest
Operation Desert Shield
- Mar 92 – Re-designated 145 AG
- Oct 92 – Converted to C-130HC
- Oct 95 – Re-designated 145 AW

151 Air Refueling Wing

Salt Lake City IAP, UT

Federal Recognition – 1943

- Oct 43 – 407 FS – Hamilton Field, CA – P-39 P-40 P51
- May 46 – Re-designated 191 FS – Moved to Salt Lake City

Converted to P-51D - Allotted to Utah National

Guard

- Apr 51 – Activated
 - Korean War – Re-designated 191 FBS
 - Moved to Clovis AFB, NM
- Jul 55 – Re-designated 191 FIS – Converted to F-86A
- Aug 58 – Converted to F-86L
- Jul 60 – ADC gained
- Apr 61 – Converted to C-97C/G – Re-designated 191 ATS
 - MATS gained
- Jan 66 – Re-designated 191 MAS – MAC gained
- Feb 69 – Converted to C-124C
- Oct 72 – Converted to KC-97L – Re-designated 191 AREFS
 - TAC gained
- Jul 76 – SAC gained
- Apr 78 – Converted to KC-135A
- Oct 82 – Converted to KC-135E
- Aug 90 – Southwest Asia
 - Operation Desert Shield / Storm
- Mar 92 – Re-designated 151 ARG – AMC gained
- Oct 95 – Re-designated 151 ARW

152 Airlift Wing Reno / Tahoe IAP, NV Federal Recognition – 1943

- Oct 43 – 408 FS – Hamilton Field, CA
P-39 P-40 P-51
- May 46 – Re-designated 192 FS
Allotted to Nevada National Guard
- Apr 48 – Moved to Reno – Converted to P-51D
- Mar 51 – Activated
Assigned to 10th Air Force, CONAC
- Apr 51 – Moved to Bergstrom AFB, TX
Re-designated 192 FS
- Aug 51 – Moved to George AFB, CA
- Jun 55 – Re-designated 192 FIS
Converted to T-33A
- Nov 55 – Converted to F-86A
- Apr 58 – Re-designated 152 FIS - Converted to F-86L
- Jul 60 – ADC gained
- Feb 61 – Converted to RB-57B/C
- Mar 61 - Re-designated 152 TRG – TAC gained
Re-designated 192 TRS
- May 65 – Converted to RB-57A
- Oct 65 – Converted to RF-101H
- Jan 68 – Activated
Pueblo Crisis
- Nov 71 – Converted to RF-101B
- Jul 75 – Converted to RF-4C
- Nov 86 – Won RAM 86
- Nov 90 – Won RAM 90
- Dec 90 – Southwest Asia
Operation Desert Shield / Storm
- Mar 92 – Re-designated 152 RG
- Jun 92 – ACC gained
- Oct 95 - Converted to C130E / H
- Jun 00 – Re-designated 152 AW

153 Airlift Wing Cheyenne MAP, WY Federal Recognition - 1943

- May 43 – 401 FS - Westover Field, MA. – P-47D
- May 44 – Flew combat missions in ETO
- May 46 – Re-designated 187 FS
Allotted to Wyoming National Guard
Converted to P-51D
- Apr 51 – Activated
Re-designated 187 FBS – Moved to Clovis
AFB, NM
- Sep 53 – Converted to F-80C
- Jun 57 – Converted to F-86 – Re-designated 153 FIG
- Jul 60 – ADC gained
- Feb 61 – Converted to C/MC-119J – Re-designated
187 ATS – MATS gained
- Apr – Converted to C-121G
- Jan 66 – Re-designated 187 MAS – MAC gained
- Mar 72 – Converted to C-130B
Re-designated 187 TAS – TAC gained
- Dec 74 – MAC gained
- Dec 89 – Panama
Operation Just Cause
- Aug 90 – Southwest Asia
Operation Desert Shield
- Mar 92 – Re-designated 153 AG – AMC gained
- Oct 92 – Converted to C-130H
- Oct 95 - Re-designated 153 AW

**155 Air Refueling Wing
Lincoln MAP, NE
Federal Recognition – 1943**

- May 43 – 401 FS – Westover Field, MD – P-47D
- May 44-45 – Activated
ETO – Flew combat missions
- May 46 – Re-designated 173 FS
Allotted to Nebraska National Guard
Moved to Lincoln MAP - Converted to P-51D
- Apr 48 –Converted to F-80C
- Apr 51 – Activated
Moved to Bangor, ME - Converted to F-51D
- Nov 51 – Moved to Alexandria, LA – TAC gained
Re-designated 173 FBS
- Nov 53 – Re-designated 173 FIS – Converted to F-80C
- Jan 57 – Converted to F-86D
- Dec 59 – Converted to F-86L
- Jul 60 – ADC gained
- May 64 – Re-designated 173 TRS – TAC gained
Converted to RF-84F
- Feb 72 – Converted to RF-4C
- Mar 92 – Re-designated 155 RG – ACC gained
- Oct 94 – Re-designated 155ARW
Converted to KC-135R – AMC gained

156 Airlift Wing

Luis Munoz Marin IAP, Puerto Rico Federal Recognition – 1944

- Oct 44 - 463 FS – Peterson Field , CO – P-47
- 1945 –Western Pacific
Flew combat missions
- May 46 – Re-designated 198 FS
Allotted to Puerto Rico National Guard
- Aug 52 – Re-designated 198 FBS
- Nov 52 – Re-designated to 198 FIS
- Jul 54 – Converted to F-86E
- May 56 – Moved to San Juan
- Apr 58 – Re-designated 198 FIG
- Aug 58 – Converted to F-86D
- Jul 60 – ADC gained
- Nov 60 – Converted to F-86H
- Apr 64 – Re-designated 198 TFS – TAC gained
- Jun 67 – Converted to F-104C/D
- Jun 75 – Converted to LTV A-7D
- Jan 81 – Eight A-7Ds destroyed in terrorist attack
- Mar 92 – Re-designated 156 FG – ACC gained
- Oct 92 – Converted to F-16 A/B
- Oct 95 – Re-designated 156 AW
Converted to C-130E
- Jun 00 – ACC gained

157 Air Refueling Wing Pease ANGB, NH Federal Recognition – 1942

- Jan 42 – 529 BS – Will Rogers Field. OK – P-51 A-36
- Sep 43-45 – Activated
Re-designated 529 FBS – Moved to India
Flew combat missions in CBI
- May 46 – Re-designated 133 FS
Allotted to New Hampshire National Guard
- Apr 47 – Moved to Grenier Field, NH – Converted to P-47D
- Feb 51 – Activated
Korean War – Re-designated 133 FIS
- Nov 52 – Converted to F-51D
- Jun 54 – Converted to F-94A/B
- Apr 58 – Converted to F-86L
- Jun 60 – Converted to C-97A – MATS gained
Re-designated 133 ATS
- Oct 61 – Activated
Berlin Crisis
- Jan 66 – Moved to Pease AFB – Re-designated 133 MAS
MAC gained
- Dec 67 – Converted to C-124C
- Jun 71 – Converted to C-130A – Re-designated 133 TAS
TAC gained
- Dec 74 – MAC gained
- Jun 75 – Converted to KC-135A – Re-designated 133 AREFS
SAC gained
- Oct 84 – Converted to KC-135E
- Aug 90 – Southwest Asia
Operation Desert Shield / Storm
- Mar 92 – Re-designated 157 ARG – AMC gained
- Jan 94 – Converted to KC-135R
- Oct 95 – Re-designated 157 ARW

161 Air Refueling Wing Phoenix – Sky Harbor IAP, AZ Federal Recognition – 1943

- May 43 – 412 FS – Westover Field, MA – P-47D
- May 44-45 – Activated
World war II - ETO
Moved to England – Flew combat missions
- May 46 – Re-designated 197 FS – Moved to Luke Field, AZ
Converted to F-51D
Allotted to Arizona National Guard
- Dec 50 – Converted to F-84B
- Feb 51 – Activated
Korean War
- Nov 52 – Moved to Sky Harbor Airport
Re-designated 197 FBS – Converted to F-51D/H
- Mar 54 - Re-designated 197 FIS – Converted to F-86A
- Jun 58 – Converted to F-86L
- Jul 60 – Converted to F-104A/B – ADC gained
- Nov 61 – Activated
Berlin Crisis – Moved to Ramstein AB, Germany
- Sep 62 – Converted to C-97G – Re-designated 197 ATS
MATS gained
- Jan 66 – Re-designated 197 MAS – MAC gained
- Aug 68 – Re-designated 197 AMS
- Dec 69 – Re-designated 197 MAS
- Aug 72 – Re-designated 197 AREFS – TAC gained
Converted to KC-97L
- Jul 76 – SAC gained
- Oct 77 – Converted to KC-135A
- Jul 82 – Converted to ANG's first KC-135E
- Aug 90 – Southwest Asia
Operation Desert Shield / Storm
- Mar 92 – Re-designated 161 ARG – AMC gained
- Oct 95 – Re-designated 161 ARW

163 Air Refueling Wing

March ARB, CA

Federal Recognition – 1943

- May 43 – 411 FS – Westover Field, MA – P-47D
- May 44-45 – Activated
World War II – ETO
Moved to England - Flew combat missions
- May 46 – Re-designated 196 FS
Allotted to California National Guard
Moved to San Bernardino Air Material Area
Converted to T-6 L-5
- Feb 47 – Converted to P-51D
- Jun 48 – Converted to F-80C
- Mar 50 – Area renamed Norton AFB
- Oct 50 – Activated
Korean War – Re-designated 196 FBS
Moved to George AFB
- Jan 51 – Eniwetok
Operation Greenhouse - Converted to F-80C
- Apr 51 – Converted to F-84E – Moved to Misawa AB, Japan
Flew defense missions
- Oct 52 – Re-designated 196 FIS – Converted to F-51H
- Jan 53 – Re-designated 196 FBS
- Mar 54 – Re-designated 196 FIS – Converted to F-86A
- Jul 60 – ADC gained
- Feb 61 Converted to F-86L
- May 65 – Converted to F/TF-102A
- Mar 75 – Re-designated 196 TASS – Converted to O-2A
TAC gained
- Jun 82 – Moved to March AFB – Re-designated 196 TFS
Converted to F-4C
- Apr 87 – Converted to F-4E
- Apr 90 – Converted to RF-4C – Re-designated 196 TRS
- Mar 92 – Re-designated 163 RG – ACC gained
- Oct 93 – Re-designated 163 ARW -Converted to KC-135E
AMC gained
- Apr 97 – Converted to KC-135R

164 Airlift Wing Memphis IAP, TN Federal Recognition – 1942

- Dec 42 – 356 FG – Westover Field, MD – P-47D P-51D
- Oct 43-VE Day – World War II - ETO
Flew combat missions
- May 46 – Re-designated 155 FS
Allotted to the Tennessee National Guard
- Dec 46 – Moved to Memphis
- Apr 51 – Activated
Korean War – Re-designated 155 TRS
Converted to RF-51D
- Jan 53 – Converted to RB-26C
- Apr 56 – Converted to RF-84F
- Jul 60 – TAC gained
- May 61 – Converted to C-97A – MATS gained
- Jan 66 – Re-designated 155 MAS – MAC gained
- May 67 – Converted to C-124C
- Nov 74 - Converted to C-130A – Re-designated 155 TAS
- Aug 90 – Southwest
Operation Desert Shield
- Oct 91 – Converted to C-141B
- Apr 92 – Re-designated 164 AG – AMC gained
- Oct 95 – Re-designated 164 AW
- Dec 01 – Converted to C-141C

165 Airlift Wing Savannah IAP, GA Federal Recognition – 1943

- May 43 – 351 FS – Mitchel Field, NY – P-47D P-51D
- Aug 43-VE Day – ETO
Flew combat missions
- May 46 – Re-designated 158 FS
Allotted to Georgia National Guard
- Oct 46 – Converted to P-47N
- Jun 48 – Converted to F-80C
- Mar 49 – Moved to Hunters Field, Savannah
- Oct 50 – Activated
Korean War – Re-designated 158 FBS
Moved to George AFB, CA
- Apr 51 – Converted to F-84E
- Jul 51 – Activated
Moved to Misawa AB, Japan – Flew combat missions
- Jul 52 – Re-designated 158 FIS – Converted to F-51H
- Dec 52 – Re-designated 158 FBS
- Jul 53 – Converted to F-84D
- Jul 55 - Re-designated 158 FIS
- Mar 57 – Converted to F-84F
- Jan 60 – Converted to F-86L – ADC gained
- Mar 62 – Converted to C-97F – Re-designated 158 ATS
MATS gained
- Jan 66 – Re-designated 158 MAS – MAC gained
- Jul 67 – Converted to C-124C
- Aug 74 – Converted to C-130E – Re-designated 158
TAS
- Oct 81 – Converted to C-130H
- Aug 90 – Southwest Asia
Operation Desert Shield
- Mar 92 – Re-designated 165 AG – ACC gained
- Oct 95 – Re-designated 165 AW

166 Airlift Wing

New Castle County Airport, DE

Federal Recognition - 1942

- Sep 42 – 342 FS – Mitchel Field, NY – P-47D
- Jul 43 – Southwest Pacific
Flew combat missions
- Jan 45 – Re-designated 142 FS – Allotted to Delaware National Guard - Converted to P-51D
- Sep 46 – Moved to New Castle County Airport
Converted to P-47N
- Feb 50 – Converted to F-84C
- Feb 51 – Activated
Korean War – Provided air defense for mid-Atlantic states
- May 51 – Re-designated 142 FIS
- Sep 51 – Converted to F-94B
- Dec 52 – Re-designated 142 FBS – Converted to F-51H
- Mar 54 – Converted to F-86A
- Jun 56 – Converted to F-86H
- Nov 58 – Re-designated 142 TFS
- Jul 60 – TAC gained
- Mar 62 – Converted to C-97G – Re-designated 142
ATS – MATS gained
- Jan 66 – Re-designated 142 MAS – MAC gained
- Apr 71 – Converted to C-130A – Re-designated 142
TAS – TAC gained
- Dec 74 – MAC gained
- Oct 85 – Converted to C-130H
- Dec 89 – Panama
Operation Just Cause
- Aug 90 – Southwest Asia
Operation Desert Shield / Storm
- Mar 92 – Re-designated 166 AG
- Jun 92 – AMC gained
- Oct 95 – Re-designated 166 AW

167 Airlift Wing

Eastern West Virginia Regional Airport / Shepherd Field, W. VA

Federal Recognition – 1943

- Jan 43 – 369 FS – Westover field, MA – P47D
- Nov 44-VE Day – ETO
Converted to P-51D – Flew combat missions
- May 46 – Re-designated 167 FS
Allotted to W. Virginia National Guard
- Mar 47 – Moved to Kanawha County Airport,
Charleston – Converted to P-47D
- Aug 48 – Converted to F-51D
- Oct 50 – Activated - Korean War – Moved to Godman Field,
KY
Re-designated 167 FBS – Converted to F-84B
- Nov 51 – Moved to RAF Manston, England
- Jul 52 – Moved back to Charleston – Re-designated 167
FIS - Converted to F-84B
- Dec 55 – Moved to Martinsburg MAP
- Oct 56 – Converted to T-28A
- Jul 57 – Converted to F-86H
- Nov 58 – Re-designated 167 TFS
- Jul 60 – TAC gained
- Apr 61 – Converted to C-119C – Re-designated 167 ATS
MATS gained
- Jul 63 – Converted to C-121C/G
- Jan 66 – Re-designated 167 MAS – MAC gained
- Aug 68 – Re-designated 167 AAS
- May 72 – Converted to C-130A – Re-designated 167 TAS
TAC gained
- Dec 74 – MAC gained
- Oct 77 – Converted to C-130B
- Sep 89 – Converted to C-130E
- Aug 90 – Southwest Asia - Operation Desert Shield
- Mar 92 – Re-designated 167 AG
- Jun 92 – AMC gained
- Jun 00 – Re-designated 167 AW
- Oct 01 – Converted to C-130H

**168 Air Refueling Wing
Eielson AFB, AK
Federal Recognition – 1986**

- Oct 86 – 168 AREFS – Eielson AFB
Four KC-135Es – SAC gained
- Jul 90 – Four additional KC-135Ds
- Aug 90 – Southwest Asia
Operation Desert Shield
- Mar 92 - Re-designated 168 ARG – PACAF
gained
- Oct 95 – Re-designated 168 ARW
Converted to KC-135R



**169 Intelligence Squadron
Salt Lake City, UT
Federal Recognition - 1987**

- Aug 86 – Organized & gained by Electronic Security Command
- Oct 86 – Allocated to Air National Guard
- Dec 89 – Panama
Operation Just Cause
- Aug 90 – Southwest Asia
Operation Desert Shield / Storm
- Dec 90 – New operations facility
- Aug 91 – Received SENSOR STAGE
(Enhanced Scenario Training System)
- Oct 91 – gained by Air Force Intelligence Command
- Jan 93 – Converted to SENIOR SCOUT
Airborne Command, Control, and Communications
Countermeasures Weapon System
- Oct 93 – Re-designated Air Intelligence Agency
- Sep 01 – Enduring Freedom / Noble Eagle
Northern / Southern Watch

171 Air Refueling Wing Pittsburgh IAP / ARS, PA Federal Recognition – 1942

- Oct 42-VE Day – 346 FS – Bushey Hall, England
MTO – Flew combat missions – P-39 P-38 P-47
- May 46 – Re-designated 147 FS
Allotted to Pennsylvania National Guard
- Apr 49 – Moved to Greater Pittsburgh AP
Converted to F-47N
- Oct 52 – Re-designated 147 FIS
Converted to F-51H
- Jul 55 – Converted to F-84L
- Oct 58 – Converted to F-86L
- Jul 60 – ADC gained
- May 61 – Re-designated 147 ATS
Converted to C-119J
- Feb 64 – Converted to C-121G
- Jan 66 – Re-designated 147 MAS – MAC gained
- Feb 68 – Activated
Pueblo Crisis - Re-designated 147 AAS
- Oct 72 – Re-designated 147 AREFS – TAC gained
Converted to KC-97L
- Jul 76 – SAC gained
- Jul 77 – Converted to KC-135A
- Oct 83 – Converted to KC-135E
- Aug 90 – Southwest Asia
Operation Desert Shield / Storm
- Oct 95 – Re-designated 171ARW
Converted to KC-135E

**172 Airlift Wing
Jackson IAP, MS
Federal Recognition – 1953**

- Jul 53 – 183 TRS – Hawkins Field, MS- RB-26B
- Nov 57 – Re-designated 183 Aero Med. Sq-
MAC gained
Converted to C-119F
- Jul 60 – MATS gained
- Jul 62 – Converted to C-121C
- Jan 63 – Moved to Jackson Municipal Airport
- Jan 66 – Re-designated 183 MAS – MAC
gained
- Feb 67 – Converted to C-124C
- May 72 – Converted to C-130E
- Jun 72 – Re-designated 183 TAS
- Oct 81 – Converted to C-130H
- Jul 86 – Re-designated 183 MAS – Converted
to C-141B
- Aug 90 – Southwest Asia
Operation Desert Shield / Storm
- Mar 92 – Re-designated 172 AG – AMC
gained
- Oct 95 – Re-designated 172 AW
- Dec 01 – Converted to C-141C

175 Wing Group

Baltimore BWI, MD

Federal Recognition – 1921

- Jun 21 – 104 Sq – Logan Field, Baltimore – JN-4D
- Jan 23 – Re-designated 104 OS
- 1923-1940 – Conversions to PT-1 O-17 O-11 BT-1
O-2 O-38 O-46 O-47 BC-1
- Feb 41 – Activated
Patrolled mid-Atlantic coast
- May 46 – Re-designated 104 FS – Allotted to Maryland National Guard – Converted to P-47D – Moved to Harbor Field
- Aug 51 – Converted to F-51H – Re-designated 104 F-BS
- Jul 54 – Gained one T-33A
- Nov 54 – Converted to F-51D
- Sep 55 – Converted to T-33A
- Jun 56 – Re-designated 104 FIS – Converted to F-86E
- Jul 57 – Moved to Glenn L. Martin State Airport
- Dec 57 – Converted to F-86H
- Nov 58 – Re-designated 104 TFS
- Jul 60 – TAC gained
- May 68 – Activated
Pueblo Crisis – Moved to Cannon AFB, NM
- Dec 68 – Returned to Martin State
- Apr 70 – Converted to A-37B
- Sep 79 – Converted to A-10A
- Oct 91 – Won Gunsмоke 91
- Mar 92 – Re-designated 175 FG
- Jun 92 – ACC gained
- Nov 92 – Added six OA-10A
- Oct 96 – Re-designated 175 WG
Converted to C-130E
- Jun 00 – Converted to C-130J

179 Airlift Wing
Mansfield Lahm Airport, OH
Federal Recognition – 1942

- Dec 42 – 363 FS – Hamilton Field, CA – P-51D
- Feb 44-VE Day – ETO – Flew combat missions
- May 46 – Re-designated 146 FS
Allotted to Ohio National Guard
- Jun 48 – Moved to Mansfield MAP
- Jun 49 – Converted to F-51D
- Nov 52 – Re-designated 164 FBS
- Sep 53 – Converted to F-80E
- Oct 54 – Converted to F-84F
- Dec 57 – Converted to F-84F
- Nov 58 – Re-designated 164 TFS
- Jul 60 – TAC gained
- Oct 61 – Activated
Berlin Crisis
- Sep 62 – Re-named Mansfield-Lahm Airport
- Feb 72 – Converted to F-100D/F
- Dec 75 – Converted to C-130B
- Jan 76 – Re-designated 164 TAS – MAC gained
- Aug 90 – Southwest Asia
Operation Desert Shield
- Apr 91 – Converted to C-130H
- Oct 95 – Re-designated 179 AW

182 Airlift Wing Greater Peoria Airport, Ill Federal Recognition – 1942

- Jul 42 – 304 FS – Morris Field, NC – P-39 P-43 P-40
- May 46 – Re-designated 169 FS
Allotted to Illinois National Guard
- Jun 47 – Moved to Peoria Airport – Converted to P-51D
- Aug 51 – Converted to F-51H
- Jul 52 – Re-designated 169 FIS
- Dec 52 – Re-designated 169 FBS
- Nov 54 – Converted to F-51D
- Jul 55 – Re-designated 169FIS
- Oct 56 – Converted to T-28A
- Aug 58 – Converted to F-84F
- Nov 58 – Re-designated 169 TFS
- Jul 60 – TAC gained
- Sep 61 – First all ANG tanker re-refueling sortie
- Oct 61 – Activated
Berlin Crisis
- Apr 69 – Converted to U-3A/B – Re-designated 169 TASS
- Jan 70 – Converted to O-2A
- Dec 79 – Converted to OA-37B
- Oct 92 – Converted to F-16A/B
- Mar 92 – Re-designated 169 FS – ACC gained
- Apr 95 – Re-designated 182 AW
Converted to C-130E

186 Air Refueling Wing

Key Field, MS

Federal Recognition – 1953

- Aug 53 – 153 OS – Key Field – O-38 O-47 O-52 O-59
- Oct 40 – Activated
World War II – Moved to Wilmington, NC
Patrolled Carolina coast
- Sep 42-VE Day – ETO- Moved to England
Re-designated 153 LS
Converted to L-5 - Flew combat missions
- May 46 – Re-designated 153 FS
Allotted to Mississippi National Guard
Converted to P-47N
- Mar 51 – Activated
Moved to Turner AFB, GA – Re-designated 153
FES
- Dec 51 – Moved to Godman AFB, KY- Re-designated
153 FBS
- Dec 52 – Key Field, Meridian - Re-designated 153 TRS
Converted to RF-51D
- Dec 53 – Converted to T-33A
- Jun 55 – Converted to RF-80A
- Oct 56 – Converted to RF-84F
- Jul 60 – TAC gained
- Oct 61 – Activated
Berlin Crisis
- Nov 70 – Converted to RF-101C
- Nov 78 – Converted to RF-4C
- Oct 91 – Converted to KC-135R
- Apr 92 – Re-designated 186 ARG – AMC gained
- Jan 95 – Re-designated 186 ARW

189 Airlift Wing Little Rock AFB, AR Federal Recognition - 1917

- Dec 17 – 154 Aero Sq – Kelly Field, TX – Repair/Maintenance
- Mar 18 – Moved to England
- Sep 18 – Moved to France
- Oct 25 – Moved to Little Rock Airport – JN-4 JN-6
- 1925-1940 – Conversion PT-1 BT-1 O-2 O-38 BC-1 O-47
- Sep 40 – Activated
 - World War II – Moved to Post Field, OK
 - Patrolled Gulf of Mexico
- Nov 42 – North Africa – Converted to A-20 – Patrolled Moroccan coast
- May 43 – Algeria / Tunisia – Converted to P-39 P-51
- Jun 43-VE Day – Re-designated 154 Weather Recon. Sq
 - Converted to P-38J
- Dec 45 – Re-designated 154 FS
- May 46 – Allotted to Arkansas National Guard
 - Moved to Adams Field – Converted to P-51D
- Oct 50 – Activated
 - Moved to Langley AFB, VA – Re-designated 154 F-BS
- Mar 51 – Converted to F-84E
- Jul 51 – Moved to Itazuke AB, Japan – Flew combat missions
- Jul 52 – Re-designated 154 TRS – Converted to RF-51D
- Dec 54 – Converted to RF-80A
- May 57 – Converted to RF-84F
- Feb 58 – Converted to RB-57A/B/E – TAC gained
- Jul 65 – Converted to RF-101G/H
- Jan 68 – Activated – Moved to Richard-Gebaur AFB, MO
- Oct 72 – Converted to RF-101C – Re-designated 154 AREFS
 - SAC gained – Converted to KC-135A
- Oct 84 – Converted to KC-135E
- Oct 86 – Re-designated 189 TAG – MAC gained
 - Converted to C-130E – ANG C-130 RTU
- Oct 88 – Basic Academic School (FE / Load)
- Mar 92 – Re-designated 189 AG – AMC gained
- Oct 95 – Re-designated 189 AW – FTU – AETC gained
- Dec 99 – Instructor School C-130

190 Air Refueling Wing
Forbes Field, KS
Federal Recognition – 1957

- Jan 57 – 117 FIS – NAS Hutchinson, KS – F-80C
- Apr 58 – Converted to RB-57A/B
Re-designated 117 TRS
- Jul 60 – TAC gained
- Aug 67 – Moved to Forbes AFB
- Apr 72 – Converted to B-57G – Re-designated 117 BTS
- Oct 73 – Changed to Forbes ANGB – Converted to EB-57B/E
- Apr 74 – Re-designated 117 DSES – ADC gained
- Jun 78 – Converted to KC-135A – Re-designated 117 AREFS
SAC gained
- Oct 84 – Converted to KC-135E
- Aug 90 – Southwest Asia
Operation Desert Shield / Storm
- Mar 92 – Re-designated 190 ARG – AMC gained
- Oct 95 – Re-designated 190 ARW

191Airlift Wing

Selfridge ANGB, MI

Federal Recognition – 1917

- Aug 17 – 107 Aero Sq – Kelly Field , TX
- Aug 18 – Moved to France – Re-designated 801 AS
- May 26 – Consolidated with 107 OS
 - Allotted to Michigan National Guard PT-1
- 1926-1940 – Flew PT-1 BT-1 O-2 O-38 O-47 BC-1
- Oct 40 – Activated - 4th Corp Area, Camp Beauregard, LA.
- World War II – Patrolled Georgia/Carolina coast P-51 F-6
- Dec 43-VE Day – ETO -Tactical Reconnaissance missions
- Sep 46 – Re-designated to 107 BS - Converted to A-26A/B
- Mar 50 – Converted to F-84B
- Jul 50 – Re-designated 107 FS
- Feb 51 – Activated
 - Korean War – Moved to Luke, AFB AZ.
- Nov 52 – Re-designated 107 FBS – Detroit Wayne
 - Airport, MI – Converted to F-51H
- Nov 53 – Converted to F-86E
- Jun 55 – Converted to F-89C
- Jul 55 – Re-designated to 107 FIS
- Mar 58 – Converted to RF-84F - Re-designated 107 TRS
- Jul 60 – TAC gained
- Oct 62 – Re-designated 127 TRG
- Jan 71 – Moved to Selfridge AFB - Converted to RF-101A/C
- Jul 71 – Selfridge AFB deactivated transferred
 - Selfridge ANGB
- Jun 72 – Converted to F-100D/FRe-designated 107 TFS
- Dec 74 – Re-designated 127 TFW
- Jun 78 – Converted to LTV A-7D
- Apr 90 – Converted to F-16A/B
- Mar 92 – Re-designated 127 FW – ACC gained
- Jul 94 – Re-designated 191 AG
- Feb 95 - Re-designated 191 AW - Converted to C-130E

**193 Special Operation Wing
Harrisburg, IAP, PA.
Federal Recognition – 1967**

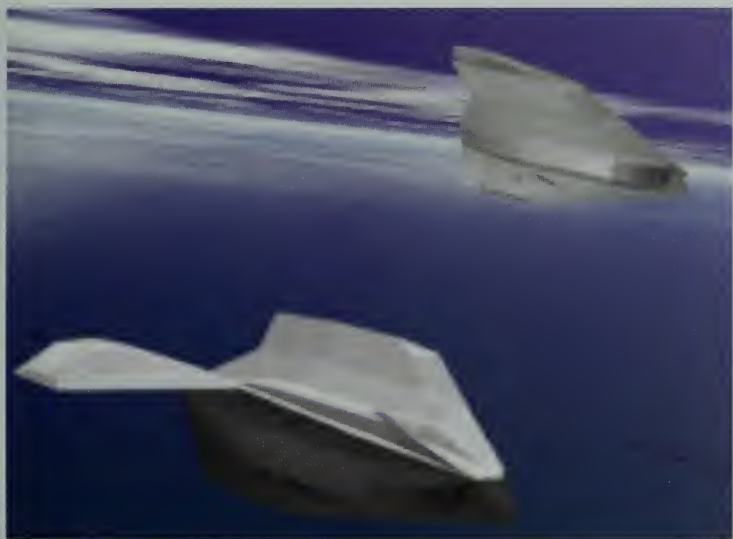
- Sep 67 – 193 TEWG – EC-121S – Coronet Solo Mission
- Jul – Dec 70 – Southeast Asia
Korat RTAB Thailand
- Apr 71 – Torrejon AB, Spain
Operation Creek Airlift
- Nov 77 – Started conversion to EC-130E
- May 79 – Last EC-130S flown
- Oct 80 – Re-designed 193 ECG
- Mar 83 – New mission – Volant Solo – MAC gained
- Nov 83 – RE-designated 193 SOG
- Oct 86 – Grenada
Operation Urgent Fury
- Dec 89 – Panama
Operation Just Cause
- May 90 – AFSOC gained (New Command)
- Aug 90 – 91 – Southwest Asia
Operation Desert Shield / Storm
- Oct 95 – Re-designated 193 SOW

Our forefathers discovered that the price of freedom is never cheap. They fought for the right to be free, and, when needed, they fought to keep that freedom. They understood that as citizens of a free nation, they had responsibilities to help ensure the country stayed free. Time and time again, that freedom has been tested. With each test citizen soldiers proved their willingness to answer the call. The enlisted aircrew member of the Air National Guard has played an important role in the development of military aviation and in the defense of this nation's values. They have helped protect freedom on times of conflict and have provided aid to their states and communities in times of peace. Just as the first Minutemen stood ready to serve, today's Air Guardsmen will continue to be ready at a moment's notice to protect and fight for the rights of our citizens.





To the present...



To the future ???

**FLARE**

A special thanks to CMSgt Dan Roberson (NGB), MSgt Gary Clark (189AW), and TSgt Brian Irvin (109AW) for their research and contributions to this abbreviated Air National Guard Enlisted Aircrew history. We are hoping for another first by writing a complete history book on the Air National Guard's enlisted aviators.

Fuel Your Future

A graphic element consisting of a red swoosh that transitions into a blue arrow pointing to the right, with three red stripes trailing behind it.

Air National Guard